

# SEAFARING

THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.

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ONE PENNY.

## AS OTHERS SEE US.

*Ship Masters' and Officers' Union*.—"Best medium for advertising."  
*Morning Advertiser*.—"Smartly written."  
*Daily Chronicle*.—"Able conducted."  
*Reynolds's Weekly Newspaper*.—"Bright."  
*Marine Record*.—"Doing pioneer work."  
*Coast Seamen's Journal*.—"Come to stay."  
*Railway Review*.—"Circulation nearly 20,000."  
*Literary World*.—"Will be appreciated by all who go down to the sea in ships."  
*Coast Seamen's Union (San Francisco)*.—"A worthy champion of the sailors' cause."  
*Star*.—"Good literary matter."  
*Liverpool Daily Post*.—"Most popular."  
*Glasgow Herald*.—"Interesting."  
*Liverpool Mercury*.—"The organ of the seafaring class."  
*Weekly Times and Echo*.—"The parent of the Seamen's and Fishermen's Unions."  
*Weekly Dispatch*.—"The success of the Seamen's Union has been largely due to the sagacity and energy with which SEAFARING has advocated the cause of the sailor."  
*The People*.—"Useful."  
*Liverpool Echo*.—"Multiform attractions."  
*The Democrat*.—"Useful work."  
*Seaboard*.—"A warranty of long life."  
*Baillie*.—"Dealing even-handed justice."  
*Weekly Budget*.—"A career of much prosperity and usefulness."  
*Mercantile Marine Service Association Reporter*.—"Written in true sailor style."  
*Scottish Leader*.—"Its sails are already filled with a favouring breeze."  
*Men and Women of the Day*.—"Enjoys an enormous circulation."  
*Derry Journal*.—"High reputation."  
*Western Daily Press*.—"Full of original matter."  
*Eastern Daily Press*.—"Something in its columns to suit even gentlemen of England."  
*Engineers' Gazette*.—"Rapidly improving."  
*Northern Echo*.—"Vigorously written. Doing its work well."  
*Southampton Observer*.—"Zeal and ability."  
*Tonbridge Free Press*.—"Interesting to everybody."  
*Hampshire Independent*.—"Well conducted."  
*Cork Examiner*.—"Most valuable."  
*South Wales Echo*.—"Well edited."  
*Hastings News*.—"A welcome guest."

## IN THE DOG WATCH.

Referring to our note of last week on the subject of votes for seamen at Parliamentary elections, a correspondent, signing himself "Retired Mariner," says he has been a reader of SEAFARING from the very first issue in July, 1888, but has failed to notice any attempt on the part of the Sailors' and Firemen's Union to support SEAFARING in claiming such votes.

In justice to the Union we may point out that at a meeting of seamen, held at South Shields in the early part of 1889, the editor of SEAFARING, who presided, impressed upon the meeting the importance of obtaining the Parliamentary franchise for seamen, and a resolution urging the necessity of obtaining it was moved by Mr. Darby, late secretary of the Glasgow Branch, and carried unanimously, as may be seen from the local papers.

The way in which various persons who profess to speak for the Sailors' and Firemen's Union contradict themselves and each other is at times really ludicrous.

In the first number of their new paper we were told that it would be conducted mainly on the lines of SEAFARING, and with that number of the new paper the Union issued an almanac, which contained the following:—"SEAFARING, the only shipping paper in Great Britain interested in the welfare of the seafaring class. This fearless advocate of the seamen's cause may be had at all Branch offices, bookstalls, and newsagents."

In the second issue of the new organ there appeared a false and malicious tissue of libels on SEAFARING and its founder, holding both up to hatred and ridicule, and in every subsequent issue there has been an attack on SEAFARING or its editor.

One of these attacks contains a charge to the effect that more papers were sent to a particular Branch than could be disposed of. As the number of papers to be sent to all the Branches was decided by the head office of the Union, this amounts to a charge of mismanagement against that head office.

Again, the world was told by the new paper that the annual meeting of the Union declined the offer of the proprietor of SEAFARING to sell the paper to the Union, yet the largest Branch of the Union now

passes a resolution conveying the idea that the Union has done everything that the proprietor of SEAFARING asked of it.

But people who have seen much of the working of the Sailors' and Firemen's Union know that any resolution, however absurd or false, is passed that the wire pullers choose to order.

Santos and Rio Janeiro do not seem to be attractive ports to visit just at present, as yellow fever is raging, especially in Santos, owing to the utter neglect of sanitary precautions by the local authorities. It is therefore satisfactory to note that the British Government are at last moving in the matter, with a view to protect British subjects, although it does not appear that much else will be done but recommend shipowners not to send vessels to Santos just now.

Many seamen will be glad to learn that in the House of Commons last Tuesday it was decided, on the motion of Colonel Hughes, "That a Select Committee be appointed to inquire into the causes which have led to the limitation in the number of seamen receiving age pensions out of the Greenwich Hospital Funds, and to consider whether any steps can properly be taken to make provision for a larger number of age pensioners, and to inquire into their alleged grievances."

J. H. Wilson has repeatedly boasted of the recent legislation for the benefit of seamen, yet here he is at Deptford telling a meeting that the Conservatives have done nothing for the seamen, which amounts to saying that the legislation of which he has so boasted is worthless.

But Wilson is so obviously playing the game of the Conservatives by contesting a constituency where he splits the Liberal vote that the Conservatives are too pleased to care much for what he says of them.

An invention of great importance, not only to seafaring people but also to shipowners and many others, has been patented, in the shape of a new process of waterproofing all sorts of material, from the stoutest canvas to the lightest of dress fabrics. A Company is being formed to work the patent, which should have a great future before it, seeing that the process of waterproofing neither interferes with the colour nor flexibility of the material to which it is applied. Tweed suits, dress suits, canvas jumpers, great-coats, ladies' dresses, and all sorts of garments can

be rendered waterproof by the new process—or rather the material of which they are made can be, as the process cannot be applied after the garment is made up. It must be applied to the material before the garment is made. Dealers in oil-skins should take care not to have too extensive stocks of oil-skins on hand, lest the demand fall off once the Waterproof Materials Company is in working order.

As arrangements are being made to enlarge and otherwise improve SEAFARING, it is just possible that publication may be for a time suspended until these arrangements are completed.

**SEAMEN AT SAVONA.**—Seamen visiting Savona have made such good use of the Institute established there for them some four years ago, that their appreciation of its advantages has encouraged some gentlemen connected with the Gibraltar Mission to Seamen to provide a more suitable building for their use, situated between the docks and the grog shops, so that on their way from the ships to the shore seamen shall have a chance of meeting real friends before coming across temptation. The whole of the ground floor is occupied by the service and concert room, which is large and lofty, and has a platform at one end. On the first floor come, first, the reading-rooms, which will comfortably accommodate thirty readers. In this room is placed the letter case, where letters and newspapers are kept awaiting the arrival of the seamen to whom they are addressed, and the letter-box, where letters may be posted. Next to this is the writing-room, all materials being provided free; and beyond this again is the refreshment room, where refreshments may always be had, and which also serves as the dining-room when there are any seamen in the Sailors' Home. On this floor also are the rooms set apart for the Reader and his wife. There are three rooms on the upper floor, the billiard-room, officers' room, and a large room furnished with beds for the accommodation of seamen when they come out of hospital, or are left on the Consul's hands. Every effort is made to render the place attractive to the seamen, who, when visiting Savona, should not fail to show that they appreciate the disinterested efforts for their welfare made by Mr. De Grave Sells and his colleagues.

**WRECKS ON THE WELSH COAST.**—Sir M. Hicks-Beach, in answer to Mr. A. Williams, said, in the House of Commons, that he was aware of the general circumstances as to wrecks which had taken place upon the coast of Glamorganshire; but he was not aware that a brig ran upon the Nash Sands on the 9th ult. As to having a rocket apparatus between Nash and Porthcawl, he had directed that an inspector of the Board of Trade should inquire and make a report upon the subject.

**STERN LIGHTS AND COLLISIONS.**—In the House of Commons, Mr. Morton asked the President of the Board of Trade whether, in view of the accidents caused by vessels being run down, he could have the regulations altered so as to make it compulsory for all British vessels to carry stern lights at sea as well as in the rivers. Sir M. Hicks-Beach, in reply, said: The proposal of the hon. member was adopted by the Washington International Maritime Conference, and has subsequently been approved by the Board of Trade in the amended International Regulations for Preventing Collisions at Sea submitted to foreign Governments for consideration. It will, therefore, be included in the revised regulations when these have received international acceptance.

## THE SKIPPER'S FIRST COMMUNION.

[COMMUNICATED.]

The recent heavy gales drove a number of sailing ships in for shelter to the Waterford Estuary, where many of them waited for some days till the wind changed its direction. They were soon boarded by the Missions to Seamen chaplain in the mission boat *Daystar*, and on many vessels thanksgiving services were conducted, whilst in others religious conversations or Bible readings, etc., were held. Whilst thus passing from ship to ship in the roadstead, at a distance from the land, the *R—* was visited, and a service held, after which any of the crew were invited to engage in prayer, when one and another followed in earnest pleadings and cordial thanksgivings, which led the chaplain to impress upon those who were on the Lord's side the essential duty of "showing the Lord's death till He came." It was subsequently found that the skipper, as an active Christian worker, had fostered religious life and habits of prayer amongst his officers and crew, and had fitted up his little cabin for holding services conveniently with them. He was quite willing that the Missions to Seamen chaplain should revisit his vessel.

The skipper was asked if notice might be given to all those sailors who were religiously and devoutly disposed to partake of the Lord's Supper in his cabin on the following Sunday. He confessed that, though he had been an active Christian worker amongst his shipmates afloat for many years, he had never been to the Lord's Table. But he said the fault was not entirely his own, for nobody had ever before invited him to partake of the Lord's Supper, and he was very rarely in port and ashore on a Sunday when Communion was held, whilst no clergyman had ever before offered to hold the Holy Communion service on board any ship in which he had served. But now, when it was offered to him on board his own ship, that was an honour and privilege which he could not refuse, and he was sure the mate and others would gladly join with them. On the chaplain suggesting that some godly sailors from other ships, also at anchor near by, might be willing to partake, the skipper volunteered to board vessels himself, and get as many sailors as he could to come to the heavenly feast in his vessel on the next Sunday.

Happily for the success of the service the adverse wind kept the shipping in the harbour, and on the Sunday morning the chaplain found a crowded little cabin full of officers and seamen awaiting his arrival. In the course of the usual shortened service the chaplain explained to the sailors the full, perfect, and sufficient sacrifice for sin, once for all, made on the cross, on Calvary, for sailors as well as for landsfolk, and enforced their duty to partake of the Lord's Supper in remembrance thereof, as a witness to the world, as an earnest of His second coming, and for the refreshing and strengthening of their souls. The chaplain then invited them all to wait on the Lord in private meditation and silent prayer whilst he prepared the Lord's Table, with the communion vessels, &c. Though the whole space for the little congregation was not so large as that within the Communion rails at many churches ashore, the utmost solemnity, devotion, and true-

hearted reverence, loyalty, and holy awe marked the attitude and conduct of the sailor worshippers, who, for the first time on board their ships in Waterford Harbour, were drawing nigh with holy reverence and godly fear to the Lord's Table. All present communicated, and when the Holy Communion service was concluded with the Doxology, all hearts welled up with unwonted joy and devout thanksgiving for such a glorious opportunity of witnessing on board ship for their beloved Master, and of offering themselves, their souls, and bodies to be a reasonable, holy, and living sacrifice unto their Lord and heavenly Father. The skipper was specially delighted that his cabin and ship had been so honoured, and that he himself had made such a grand step forward in the Christian life of obedience and devotion to his dear Master.

The wind maintaining its adverse direction, the fleet were found in Waterford Harbour on the succeeding Sunday, when the skipper was gratified by the Missions to Seamen chaplain holding another service on board his ship. At this was present a volunteer Missions to Seamen helper belonging to another vessel, one of a thousand sea officers who had engaged to promote godly living amongst their shipmates, with whom arrangements were made for the administration of the Lord's Supper on board his vessel also. But such are the uncertainties of sea life, when the ordinary service was over the wind had changed, and all the crews had to hasten their mid-day dinner that the ships might trip anchor and proceed on their voyages without a moment's delay. Whether any of these ships will ever be driven by stress of weather into Waterford Harbour again is very doubtful, but it is not at all likely, to whatever part of the world their calling may lead them, that the skipper and his sailor congregation will ever forget their first communion on board ship. May all those seamen who were partakers of that Holy Communion in the skipper's cabin be fulfilled with God's grace and heavenly benediction!

**STRANDING OF THE "BENWELL" (s).**—At Newcastle, February 27, a Board of Trade inquiry was held into the stranding, on January 27, of the *Benwell*, s., at the entrance to the Sound. The judgment of the Court was to the effect that the vessel was navigated at too great a speed, having regard to the state of the weather, that a good and proper look-out was not kept, that the casualty was caused by continuing too long on a course towards the land at too high a rate of speed in thick weather, and that the vessel was not navigated with seamanlike care. The Court found the master and chief officer both in default, and suspended the master's certificate for three months and severely reprimanded the chief officer, but did not deal with his certificate.

**LIFEBOAT SERVICES.**—The silver medal awarded by the Royal National Lifeboat Institution to Mr. James Cotton, coxswain of the Brightstone lifeboat *Worcester Cadet*, together with an address on parchment, and the rewards and payments awarded to the crew and helpers, in recognition of the brave services rendered by them in connection with the wreck of the *Eider*, were presented in the schoolroom, at Brightstone, on Friday evening, in the presence of a large assemblage. The presentation was made by Canon Heygate, the medal being pinned on Mr. Cotton's breast by Mrs. Heygate. The Rev. F. B. Lipscombe, acting secretary then read letters from Captain Smith, of the *Worcester* training-ship, enclosing a handsome donation for the crew from himself and the cadets, by whom the lifeboat was presented, and expressing their warm interest in the services of the boat and crew. Mr. Lipscombe said he had been desired to convey a vote of thanks to Mr. H. O. Mills, of Beauchamp, Niton, for the indefatigable help which he rendered to the lifeboat's crew during the recent shipwreck.



## NEWFOUNDLAND FISHERIES & FISHERMEN.

From an interesting and valuable pamphlet by Mr. F. J. S. Hopwood written from personal observation on the above subject we extract the following:—

The cod-fishery is carried on from April until the end of October, both on the Banks in the Atlantic and on the shores of Newfoundland. In April and May the men use herring as bait; in May and June a small fish called the caplin; and during the remainder of the season the squid, or small cuttle-fish.

The vessels used for prosecuting the fishery are schooners, locally termed "bankers," because they fish on the Great Banks. These vessels are, as a rule, badly found, and quite unsuitable for the heavy service required of them. They are often old coasting vessels, bought at very small cost, and ill fitted for service in the North Atlantic. The weather may be very rough, and the boats have to remain out until they obtain a full catch of fish, and this may take them five or six weeks to accomplish; yet the boats are often wretchedly bad, and almost unseaworthy.

No really authentic statistics are available as to the loss of life among the fishermen, or the loss of the "bankers" themselves. There is no doubt, however, that "bankers" are lost through stress of weather, and are from time to time run down by the great Atlantic liners tearing across the Banks; but the most frequent cause of disaster arises from the system of fishing. The cod are caught on long lines. These lines are attached at equal intervals to a rope, which is carried away from the "banker" by two or three men in a small boat and buoyed at a considerable distance from the ship. These boats in which the men leave the "bankers" are technically termed "dories." In the dense white fog which hangs almost perpetually over the sea the men who go out in the dories are often lost; they drift away from the banker and never find her again. These unfortunate fellows are sometimes seen and picked up in a starved and exhausted condition by a passing vessel, but more often their frail craft is swamped by the great Atlantic seas, or they are left to drift about at the mercy of the waves, with nothing but the prospect of death from starvation. A law is much needed similar to the Life-Saving Appliances Act recently introduced and passed under the auspices of our Government here, by which every vessel and boat is to carry approved appliances for saving life in a sufficient number to afford some security to the passengers and crew of a vessel. The Newfoundland Act should, however, further provide that each "dory" should carry a locker with a compass and a certain amount of food and water. But the local legislation with regard to the principal industries of the colonial shipping and fishing is imperfect.

A LOCAL Marine Board inquiry was held at Cardiff on March 1 into the alleged misconduct of W. E. Wake, who held a mate's certificate. It was stated that he had on the 10th ult., whilst acting as second mate of the Nova Scotian vessel *Coringa*, been under the influence of drink and deserted his ship at Penarth; further, that on the 2nd ult. he was drunk at Cardiff and deserted the *Blenda*, of Liverpool, of which vessel he was then boatswain. The Court decided to cancel defendant's certificate.

## CORRESPONDENCE

### SOMEBODY'S FRIENDS.

To the Editor of "Seafaring."

DEAR SIR,—I beg to inform you that the undermentioned men belonging to this steamer have died in hospital here of yellow fever. As we do not know any of their friends, if you will kindly insert in your widely-read paper, it may be the means of informing those friends of their whereabouts—as all that die of yellow fever are buried there, with no stone to mark their last resting place; and to show how things are done here, we sent John Cole, boatswain, to the hospital ten days ago, and we cannot learn whether he is dead or alive—I am afraid the former. Peter Volato, carpenter, an Ionian Greek; Wm. Nicol, cook, a native of Aberdeen; Andrew Higgins, A.B., Norwegian; Charles Staerke, A.B., a native of Antwerp; we have Brago Comessi, A.B., in the hospital. I fear they will not come out.—Yours respectfully,

ALEX. REDDIE,

Chief Officer.

S.S. Mandarin,

Rio de Janeiro,

Feb. 1, 1892.

## COAST COMMUNICATION AND DEFENCE.

To the Editor of "Seafaring."

SIR,—The United Kingdom has an indented coast line probably exceeding 10,000 miles. Telegraph overhead wires and posts at, say, £40 a mile would cost upwards of £400,000. To supplement its 681 coast-guard stations, which in case of war are to be increased by 78 extra stations, the United Kingdom requires upwards of 700 new signal stations, which at about an average rate of £1,200 each might cost, say, £840,000. Besides shore lighthouses, the United Kingdom possesses probably upwards of 100 rock lighthouses without submarine cables. The cable from Tory Island rock lighthouse to the shore cost about £6,000, which sum may be often exceeded for similar purposes. Cables connecting lighthouses to the shore are easily snapped by the to and fro swinging of the vessels, especially during storms, gales, etc. Excluding the connection of lightships to the shore, a complete coast communication would probably involve an initial expenditure exceeding £5,000,000, and over £350,000 a year for maintenance. The 1891-1892 surplus postal profits have been estimated at £3,371,000, which income seems likely to increase in future years. For saving life and property at sea, as well as for defensive purposes, our coast communication should be completed with the annual surplus postal profits. French trawlers, manned exclusively by Naval Reserve crews, fish all round Cornwall, the west and north-west Irish coasts. For fresh water, fuel, and food supplies they make frequent visits to Irish ports. They present fine fresh fish to the chatty, communicative loyal local Irish priests. The French Naval Reserve is intimately familiar with our Irish coasts, which in some situations are unguarded by coast-guards and without telegraphs except at a distance of upwards of 35 miles. Even then the "nearest" telegraph station may be only open from 8 a.m. to 8 p.m. and closed all Sunday. France grants generous bounties to her fishermen. France heavily taxes foreign-caught imported fish. The United

Kingdom could raise from our British fishermen a Volunteer Defensive Naval Reserve of about 100,000 men, and a Volunteer Defensive Cadet Reserve of 100,000 fisher-boys. For the month's training in the Royal Naval Reserve—(which for 1891-1892 numbers only 21,445 men and officers)—each fisherman would cost the country about £10 a year, and each fisher-boy about £5 a year.

J. LAWRENCE-HAMILTON, M.R.C.S.,

Late Honorary President

Fishermen's Federation.

30, Sussex-square, Brighton.

The Queensland Government has decided to stop further immigration into the colony on the completion of the present contracts, owing to the present large number of unemployed.

At the Maryborough Assizes on Wednesday, Patrick Hannon was indicted for the wilful murder of Alice Fleming, an old woman, in December, at Spink. He was found guilty of manslaughter, and sentenced to penal servitude for life.

A publican named Jacob came before the Luton magistrates on Tuesday as an applicant for the temporary transfer of the licence of the Ship Inn, which he had just taken. Having succeeded in his application, he walked back to the inn and hanged himself in an outhouse.

In Austria it is intended to found an aeronautic institution for military purposes. The Railway and Telegraph Regiment will be attached to the same establishment; and the new Balloon Detachment will be under the command of the same officer as the Railway and Telegraph Regiment.

The trial of Mrs. Osborne, who stands committed to the Central Criminal Court on charges of perjury and larceny in connection with the recent case of Osborne v. Hargrave, better known as the "Pearl Mystery," will take place at the Old Bailey at the ensuing sessions, which begin on Monday.

The trial of James Campbell, which has occupied two days at Tullamore Assizes, before the Lord Chief Justice, for the wilful murder of the little girl Mary Kate Meehan, at Clara, in December, terminated on Wednesday in the disagreement of the jury. The prisoner will be put on trial again.

The body of a well-dressed man of middle age was found on Tuesday at the bottom of a disused quarry at Oakfield-road, in the suburbs of Liverpool. The man had been dead several hours, and the body was shockingly mutilated. How deceased came to be in the quarry is unknown and the affair is shrouded in mystery.

Whilst a number of men were working on a scaffold at the Overhead Dock Railway, Liverpool, on Tuesday, riveting a girder, the scaffold gave way, and the men were precipitated to the ground. Thirteen were removed to the hospital, where it was found that eight had sustained serious injuries. The others were sent to their homes.

The London County Council met on Tuesday for the last time, and accomplished a good deal of miscellaneous business. At its close a cordial vote of thanks was passed to Sir John Lubbock, the Chairman, who, in reply, enumerated some of the more important works which had been achieved by the Council during their term of office.

Mr. T. W. Waller, a Bradford brewer, on Wednesday handed to Mr. A. Boye, whose efforts have resulted in the bringing back of a number of destitute Bradford emigrants from Brazil, a cheque for £500. As far as is known about 150 emigrants from Bradford are still in Brazil, and it is thought that all these can now be brought back.

Mr. Joseph Gibby, residing at Jimble Farm, near Pembroke, was found dead in his sitting-room on Wednesday morning, death having apparently taken place from a shot wound. He was lying on the floor, and near him was a gun, while it was apparent that the bullet had entered his jaw and passed out at the top of his head. Mr. Gibby was an alderman of the borough.

At Dantzic, on Tuesday, a procession of unemployed went to the Town Hall to petition the Municipality for relief. The magistrates subsequently resolved to give work to a large number by reclaiming waste lands and forests, and voted a special credit of 10,000 marks for this purpose. The misery in Dantzic is described as very great, but perfect order prevails.

The Newcastle Shipowners' Society is opposed to the proposal of the Suez Canal Company to allow the passage through the canal of steamers laden with oil in bulk, and has asked the Sunderland society to join in a deputation to Lord Salisbury on the subject. At a meeting of the latter association it was decided not to join in the deputation, the Sunderland society stating that the directors of the Suez Canal knew their own business best.

## HOMEWARD BOUND.

The following have been announced since our last report:—

Anselm s left Madeira Feb 27, for Liverpool  
 Avona s left Galveston Feb 21, for Liverpool  
 Austral s left Colombo Feb 24, for London  
 Andes left Pictou, N.Z. Feb 23, for London  
 Alcides s left Baltimore Feb 23, for Glasgow  
 Ainsdale s left Manila Feb 13, for U K  
 Aurora s left Norfolk Feb 20, for U K  
 Apex s left Baltimore Feb 17, for U K  
 Astra, s left Philadelphia Feb 20 for U K  
 Alderley s left New Orleans Feb 22, for U K  
 Amethyst s left Galveston Feb 25, for U K  
 Alexandrine left Brunswick Feb 27, for U K  
 Auretta s left New York Feb 27, for U K  
 Ashford s left Newport News Feb 26, for U K  
 Amerika clrd at Pensacola Feb 10, for Ayr  
 Ax left Mobile Feb 24, for Dublin  
 Aller s left New York Feb 23, for Southampton  
 Bradenburg s left Lisbon Feb 27, Liverpool  
 Britannic s left New York Feb 24, for Liverpool  
 Baltimore s left Baltimore Feb 25, for Liverpool  
 Bengal s left Aden Feb 23, for London  
 Bay of Bengal left Sydney Feb 23, for London  
 British Empire s left Boston Feb 23, for London  
 Bellarena s left Trinidad Feb 27, for London  
 Belgravia s left New York Feb 27, for Glasgow  
 B T Robinson s left New Orleans Feb 22, for U K  
 British Queen s left Philadelphia Feb 24, for U K  
 Bear Creek s left Philadelphia Feb 23, for U K  
 Briscoe s left Baltimore Feb 24, for U K  
 Bothal s left Newport News Feb 24, U K  
 Bellini s left Baltimore Feb 27, for U K  
 Beaconfield s left Philadelphia Feb 24, for Belfast  
 Coomassie s left Sierra Leone Feb 22, for Liverpool  
 Counsellor s left New Orleans Feb 25, for Liverpool  
 Carthaginian s left Baltimore Feb 27, for Liverpool  
 Cameroon s left Sierra Leone Feb 29, for Liverpool  
 Olan Sinclair s left Malta Feb 26, for London  
 Cathay s left Marseilles Feb 24, for London  
 City of London s left Malta Feb 27, for London  
 Olan Mackinnon s left Suez Feb 20, for London  
 Olan Mackenzie s left Perim Feb 24, for London  
 City of Cambridge s left Colombo Feb 26, for London  
 Olan Maclean s left Galle Feb 23, for London  
 Olan Stuart s left Bombay Feb 34, for London  
 Cuzco s left Adelaide Feb 24, for London  
 Cheshire s left Rangoon Feb 26, for London  
 Clifford J. White left Baltimore Feb 21, for U K  
 Charles left Mobile Feb 25, for U K  
 Canute left Mobile Feb 24, for U K  
 Cyole s left New Orleans Feb 24 for U K  
 Cyril s left New Orleans Feb 24, for U K  
 City of Truro s left Philadelphia Feb 21, for Cork  
 Congo s left Suez Feb 25, for Hull  
 Diomed s left Suez Feb 25, for London  
 Desdemona left San Francisco Feb 21, for London  
 Duchess s left Galveston Feb 26, for U K  
 Etruria s left New York Feb 26, for Liverpool  
 Earnock left Bluff Harbour Feb 6, for London  
 Elbrus s left Philadelphia Feb 25, for U K  
 Egremont Castle s left Suez Feb 20, for Hull  
 Godwit s left Newport News Feb 20, for Liverpool  
 Gulf of Akaba s left Callao Feb 27, for Liverpool  
 Glenfruin s left Suez Feb 23, for London  
 Glenochil s left Malta Feb 22, for London  
 Garth Castle s left Madeira Feb 25, for London  
 Gledholt s left Philadelphia Feb 21, for U K  
 Grenville s left Philadelphia Feb 24, for U K  
 Glenfinlas s left Philadelphia Feb 23, for U K  
 Gripen left Mobile Feb 25, for U K  
 Gordon Castle s left New Orleans Feb 23, for Hull  
 Galileo s left Bahia Feb 27, for Southampton  
 Hippolyta left Iquique Feb 25, for Falmouth  
 Hogarth s left New Orleans Feb 18, for U K  
 Hercules left Mobile Feb 26 for U K  
 Illovo s left Madeira Feb 27, for London  
 India s left Cooktown Feb 25, for London  
 Inglewood left Iquique Feb 22, for Falmouth  
 Indeflexible s left Philadelphia Feb 25, for U K  
 Jelunga s left Aden Feb 24, for London  
 Kwara s left Sierra Leone Feb 26, for Liverpool  
 Khalif s left New Orleans Feb 22, for U K  
 Liguria s left St Vincent Feb 27, for Liverpool  
 Lancastrian s left Boston Feb 25, for Liverpool  
 Lake Winnipeg s left New York Feb 26, for L'pool  
 Lismore Castle s left Cape Town Feb 24, for London  
 Langhton s left New Orleans Feb 24, for U K  
 Lowlands s left Beaufort Feb 22, for Bristol  
 Matatua s left Rio Janeiro Feb 23, for London  
 Massilia s left Aden Feb 25, for London  
 Minnesota s left Baltimore Feb 23, for London  
 Matabele s left Port Natal Feb 26, for London  
 Michigan s left New York Feb 27, for London  
 Mira s left Calcutta Feb 27, for London  
 Mareca s left New York Feb 23, for U K  
 Mendelssohn s left Baltimore Feb 25, for U K  
 Martello s left New York Feb 24, for Hull

Norseman s left Boston Feb 26, for Liverpool  
 Niola left Carnarvon, WA Dec 28, for London  
 Ning Chow s left Suez Feb 25, for London  
 Norham Castle s left Cape Town Feb 24, for London  
 Nubia s left Calcutta Feb 27, for London  
 Newquay s left Baltimore Feb 23, for Queenstown  
 Newminster s left New Orleans Feb 22, for U K  
 Najaden left Charleston Feb 26, for U K  
 Oregon s left Halifax Feb 25, for Liverpool  
 Ohio s left Philadelphia Feb 24, for Liverpool  
 Oruba s left Gibraltar Feb 27, for London  
 Oriental s left King George's Sound Feb 20, for London  
 Orient left San Francisco Feb 21, for Queenstown  
 Ohio s left Philadelphia Feb 25, for U K  
 Paulina left Norfolk Feb 22, for Liverpool  
 Professor Linter left Brunswick, Gay, Feb 23, for Liverpool  
 Pencalenick s clrd at Wilmington Feb 23, for Liverpool  
 Poonah left Astoria Feb 22, for London  
 Procidia s left New York Feb 20, for U K  
 Pennsylvania s left New York Feb 23, for U K  
 Parangus s left New Orleans Feb 25, for U K  
 Paula s left New York Feb 27, for U K  
 Red Jacket s left Newport News Feb 18, for L'pool  
 Ravenna s left Aden Feb 25, for London  
 Ramach s left Persian Gulf Feb 27, for London  
 Sherbro s left Sierra Leone Feb 25, for Liverpool  
 Scholar s left Pernambuco Feb 26, for Liverpool  
 Scindia s left Suez Feb 20, for London  
 Strathclyde s left Perim Feb 26, for London  
 St Fillans s left Philadelphia Feb 25, for London  
 Stockholm City s left Boston Feb 26, for London  
 Sierra Luena left San Francisco Feb 22, for Q'nst'n  
 Scandinavian s left Boston Feb 23, for Clyde  
 Sheerness s left New York Feb 24, for U K  
 Strathdon s left Suez Feb 22, for Hull  
 Stockbridge left San Francisco Feb 26, for Hull  
 Toronto s left Portland Feb 28, for Liverpool  
 Thetis s left Suez Feb 23, for London  
 Teucer s left Perim Feb 26, for London  
 Titan s left Penang Feb 25, for London  
 Theodoros left Mobile Feb 26, for U K  
 Teocle left New Orleans Feb 27, for U K  
 Volta s left Sierra Leone Feb 14, for Liverpool  
 Victory s left Newport News Feb 27, for Liverpool  
 Verena left Brunswick Feb 27, for U K  
 Venetia s left Baltimore Feb 27, for U K  
 Vera s left Perim Feb 23, for Hull  
 Vision clrd at Pensacola Feb 13, for Southampton  
 Werneth Hall s left Suez Feb 25, for Liverpool  
 William Cliff s left New Orleans Feb 27, for Liverpool  
 Weimar s left Baltimore Feb 27, for U K  
 Wells City s left New York Feb 24, for Swansea  
 Yucatan s left New Orleans Feb 21, for Liverpool  
 Yarrowonga s left Aden Feb 26, for London  
 Yorkshire s left Marseilles Feb 27, for London

## SHIPS SPOKEN.

Antares, Iquique to Falmouth, Feb. 11, 4 S, 32 W.  
 Annie H. Smith, Hong Hong for New York, Jan. 21, 30 S, 13 E.  
 Amelia, Feb. 10, 27 N, 80 W.  
 Brambletye, Feb. 3, 9 S, 34 W.  
 Countess of Rothes, Nov. 29, 26 S, 82 W.  
 Charles Cotesworth, of Liverpool, Cardiff to Iquique, Jan. 16, 25 S, 41 W.  
 "Christobel," brig, standing to the SE, Feb. 9, 44 N, 43 W.  
 Cypromene, English ship (SDBH), bound south, all well, Jan. 30, 2 N, 90 E, by the Alexandria, at Colombo.  
 Conductor, Feb. 14, 41 N, 53 W.  
 Dunard, of Glasgow, Glasgow to Huasco, all well, Jan. 12, 5 N, 24 W.  
 Emily A. Davies, of Liverpool, Gulf of Mexico to Cork, Feb. 16, 42 N, 54 W.  
 Eboe, Feb. 15, 27 N, 16 W.  
 Elmhurst, English ship, Jan. 26, 27 S, 44 W.  
 Ethandune, Liverpool for Rosario, Jan. 5, on the Line 31 W.  
 Edward L. Mayberry, Jan. 29, 19 S, 38 W.  
 Eurasia, ship, London to San Francisco, steering SW, Feb. 26, 50 N, 7 W.  
 England (s.), New York to London, steering east, Feb. 22, 42 N, 51 W.  
 Golconda, Feb. 8, 7 N, 29 W.  
 Glen Caladh, British barque, Cochin to Peterhead, 26 S, 55 E.  
 Hinda, of Swansea, all well, Feb. 22, 49 S, 6 W.  
 Hawksdale, ship, of Liverpool, steering south-west, Feb. 14, 20 N, 24 W.  
 Handf (s.), bound west, Feb. 13, 40 N, 59 W.  
 Jessie Osborne, Feb. 3, 8 S, 33 W.  
 Lyngoer, bound north, Feb. 11, lat. 27, lon. 80.  
 Middlesex, Calcutta to Georgetown, Feb. 5, 11 S, 11 W.

Malden City, British barque, St. John (N.B.), to Londonderry, Feb. 10, 43 N, 49 W.  
 Mabel Taylor, British ship, New York to Hong Kong, Jan. 10, 34 N, 50 W.  
 Olympia, British steamer, New York to Mediterranean, Feb. 15, 42 N, 7 W.  
 Snowdrop, of Bristol, Feb. 10, 6 S, 33 W.  
 Silver Sea, brig, Feb. 16, 42 N, 53 W, by the Britannic (s.), at New York.  
 Senior, Mauritius for Channel, steering NW, Feb. 3, off St. Helena.

## SEAFARING DISASTERS.

*Aloetis*, British steamer, London for Mauritius, has foundered. Crew landed at Port Elisabeth.  
*Ailsa*, s, Ayr for Belfast, general cargo, ashore north of Muck Island.  
*Aberlemno*, British barque, Talcahuano for Hamburg, docked at Dover after being ashore.  
*Atalanta*, of Carnarvon, which left Oruba for Birkenhead Oct. 6 last, is much overdue.  
*Bonavista*, s, previously reported to have sunk near Hampton Roads, has been floated and towed to Newport News.  
*Charles*, s, has arrived off Ormes Head disabled.  
*Crescent*, of Newry, with coals for Cork, from Passage East, ashore in bad position.  
*Daylight*, s, Swansea for New Orleans, has been towed into St. Thomas with shaft broken.  
*Elatov*, s, has been abandoned. Crew landed at Liverpool.  
*Elizabeth*, British steamer, London; towed into Copenhagen with shaft broken.  
*Edward Moore*, schooner, was seen off the Wolf Rock di-masted and abandoned. It is feared she has gone down with all hands.  
*Fortuna*, schooner, Porsgrund for Connah's Quay, at Hull with bows seriously damaged, having been in collision.  
*Forest Queen*, s, and *Loughbrow*, s, collided off Flamborough Head. The former vessel sank, captain saved, remainder of crew, 15, reported lost. Latter vessel put into Grimsby.  
*Glanvibanta*, s, Google for London, grounded in the River Humber this afternoon.  
*Lord Ishington*, s, collided at South Shields, with *Mabel*, s, both damaged.  
*Latona*, British steamer, New Orleans for Havre, was passed on Feb. 26, 280 miles off the Irish coast, with three blades of propeller gone.  
*Mitford*, British barque, has been towed into Gibraltar leaky after being ashore.  
*Mona Isla*, schooner, ashore in the river Foyle, leaking badly.  
*Nellie T. Guest*, British barque, got ashore in leaving Santos; 7 ft. of water in hold.  
*Orion*, British barque, is reported from Philadelphia to have been in collision, and has foremast bent and bows and windlass damaged.  
*Pictou*, schooner, of Carnarvon, London for Cork, with phosphate, stranded during a dense fog on the Goodwin Sands, but got off and anchored in Downs.  
*Rosslyn*, British steamer, Huelva for Port Talbot, off Coranna with boilers leaking.  
*Renfrew*, British steamer, Porman to Philadelphia, with iron ore, ashore at Carthagena. Lightened to get off.  
*Return*, schooner, with cement, is reported from Galway to be ashore at Clifften.  
*Secret*, of Carnarvon, which left Carnarvon for Newcastle, with a cargo of slates, Oct. 26 last, and from Falmouth Nov. 10, not having since been heard of, is posted as missing.  
*Thetis*, bargentine, from Galveston, arrived in Ayr Bay damaged by collision.  
*Violante*, s, previously reported ashore at Maurice Castle, towed off and arrived at Dublin tight.

**WAGES CLAIM.**—At North Shields, Feb. 25, David A. Keer, master of the barque *Latona*, belonging to Nova Scotia, was summoned for alleged non-payment of wages amounting to £15 13s. 4d. to Robert S. Barrett, for services rendered. Plaintiff said he was on the pier at Antofagasta, when the defendant came to him and asked if he wanted employment. He told defendant he was not an able seaman, but he was, nevertheless, engaged as such at £3 10s. per month. After serving on board, working cargo at Pisagua for several weeks, and doing sailors' work, the captain reduced him to the rank of a boy, and put down his wages at 10s. a month. On the arrival of the vessel in the Tyne the master offered to pay him at the rate of a pound a month. The Bench ordered plaintiff to be paid at the rate of £2 10s. per month, and gave costs against defendant.



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**Seafaring.**

SATURDAY, MARCH 5, 1892.

**IMPORTANT TO SEAMEN.**

By A SHIPPING MASTER.

This week we have to advert to another law case of much importance to seamen. It was an action heard in the Newport (Mon.) police court by seamen against a master, for breach of contract, resulting in an award to the seamen of ten shillings each, and the master having to pay the Court expenses. The seamen applied on board the ship for a berth and produced their former certifi-

cates of discharge to the second engineer, who accepted their proffered services, and retained the certificates, apparently following the usual custom of holding the same until the time of signing articles, or, as frequently happens, until the end of the voyage. The men went away happy in the confidence that they had secured berths, believing that the object of retaining their certificates of discharge was to secure their turning up. The men, with characteristic merit, refused to accept an engagement for another ship which they were offered, considering themselves bound by the transaction mentioned, although only by a verbal agreement, to be followed by the signing of articles. Subsequently we find, instead of these men being called upon to complete the contract, they are coolly handed their certificates of discharge, and told that men have been engaged to come from Liverpool. What more natural than that they should seek to be recompensed for loss of employment?

In the course of the proceedings the master endeavoured to shield himself by the pretext that the engineer had no authority to act as he did. If this was really the only cause for returning the discharges and not shipping the men, why should the seamen suffer loss of employment for the engineer's alleged mistake? Damages should surely be paid them even if deducted from the wages of the engineer afterwards. We are, however, much inclined to think that the engineer was not altogether acting contrary to authority, for experience teaches us that, in the ordinary course when firemen apply to the master for a berth they are met with "go to the engineers; they engage their own men; they work them, so I never interfere."

But this plea of the engineer acting without authority was only subservient to the attempt to set aside the engagement, for we find it was elicited from the master that, owing to an accident, no men would be required for the ship for some time. Masters of ships know well that this custom of engaging men beforehand is for their own and the owners' advantage. They get plenty of time for the selection of men, and to avoid the risk of delay in the event of hands being scarce when articles are signed at the shipping office. Again, men are often started at work days before articles are signed.

The superintendent of the mercantile marine office at Newport, upon an invitation from the Bench for his opinion, gave it that it was always considered as an engagement, and added that he had advised captains and owners to pay in consequence. We have never known a divergence from this rule at any port, and it is only equitable that it should be so. It certainly does not redound to the credit of the master to defend such an action in a court of law, more especially by such flimsy excuses. We may also venture to remind such shipmasters who cry out about seamen breaking their engagements, that cases such as the one under notice will not favour them in the minds of the public. The solicitor for the complainants may be congratulated on his conduct of the case, and the issue to which he caused it to be brought.

It was stated the case was brought under the Labour Laws, although we trust it may be the last we may hear of such miserable procedure. It strikes us as strange that throughout the whole mass of legislation respecting shipping and seamen such a case has never been provided

for. Undoubtedly, by the law a person is not a "seaman" until he comes under a ship's agreement (except for ships not required by their small tonnage to enter into agreements), and the Shipping Laws do not take cognisance of matters till then. Yet, protection in similar cases, made under the Shipping Laws, could with advantage be inserted in the next statute to be made affecting our sailors.

**NAUTICAL NEWS.**

Two men, Thomas Ford and William Tucker have been drowned by the capsizing of a boat in Plymouth Sound.

It is feared that about 200 fishermen have lost their lives in the terrific gale which broke over Oporto on Saturday.

THE Mayor of Hull has opened a subscription for the widows and families of the 13 men who were drowned by the sinking of the *Forest Queen*.

AT Newport, Feb. 29, George Theodore Opsahl was charged with attempting to persuade Johann Rinnima to desert the *Forfarshire*, s. Fined £3, or one month's imprisonment.

THE master of the *Ivanhoe*, of Glasgow, was fined £10 on Saturday for having, at Bilbao, on Jan 12, allowed his vessel to be overloaded, so that the centre of the disc was submerged.

AN inquiry into the loss of the steamer *George Locket*, s., at Cardiff, on Saturday, resulted in the suspension of the master's certificate. It was stated that but for his good character the certificate would have been cancelled.

THE weather has of late been severe in Sweden and the Baltic, and present circumstances indicate a late opening of the navigation. At Gede open water is not expected before May, and in other districts the ice is 14 inches thick.

ELECTRICITY is being applied to a novel use in the United States navy. Four electric fans have been placed by the Crocker Wheeler Company in the turrets of the powerful iron vessel *Miantonomah*, the intention being that they shall blow away the smoke from the guns.

THE *Lucent*, s., in the Tyne from Bilbao, reports that the boatswain, R. A. Taylor, and A. Hendriksen, able seaman, were drowned while the *Lucent* was lying at Bilbao. Hendriksen was 23 years of age, and belonged to Norway, Taylor belonged to Whitby.

THE Admiralty Division has concluded the hearing of an action arising out of a collision between the barque *Eulie* and the steamship *N. Strong*. The vessels collided in the English Channel, between the Longships and the Wolf, during a fog on May 12 last. The Court found the tug alone to blame, holding that she was proceeding at an excessive speed.

GEORGE GREEN, a big Californian sailor, and an article seaman of the British ship *Helga*, has been sentenced to three months imprisonment with hard labour for having whilst on the high seas brandished his sheathknife and threatened to take the life of Clements Morsey, the chief officer, and also for having assaulted a fellow seaman during the voyage.

AN inquest was held at Liverpool on Saturday on the body of Henry Brownbill Bissett, aged 28, a rigger. On Friday, whilst deceased was repairing the rigging of the ship *Osborne*, lying in the Herculeum Graving Dock, he fell from the foretopgallantmast into the dock, a depth of about 120 feet, and he was so severely injured that he died soon after his admittance to hospital. Verdict accidental death.

THE Board of Trade have awarded their bronze medal for gallantry in saving life at sea to Patrick Rooney, master of the fishing boat *Bonnie Jane*, in recognition of his services in rescuing the crew of the fishing boat *St. Patrick*, which capsized off Newcastle, county Down, Ireland, on Feb. 15 last. The Board have also awarded a sum of £2 each to those men who accompanied him in the boat—namely, Charles McClelland, Hugh Paul, Henry McClelland, James Rooney and James Murphy.

MR. GAINSFORD BRUCE, Q.C., M.P., who was appointed a member of the Special Committee to inquire into target practice at sea in the place of Sir Charles Hall, Q.C., M.P., has been selected to take the place of the latter as Chairman of the Committee, which meet to consider the manner in which evidence shall be taken in the country. It is expected that Plymouth will be first visited, and that afterwards evidence will be taken at Portsmouth.

**RICHARD MINTER**, master of the *Utopia*, of Aberystwith, was fined £10 and costs for overloading. Defendant had been previously fined for a like offence.

**AT Hull**, on March 1, Frank Collins, master of the Harwich smack *Pride*, was summoned for running foul of the *Bull Lightship*, and was fined 50s. and costs and 35s. damage done.

**PETER JACK**, for drunkenness while acting as mate of the *Marquis*, of Bute, has at Greenock had his master's certificate cancelled, and certificate as mate suspended for two years.

**SINGAPORE, MARCH 2.**—The Lord's Day Bill the object of which is to prevent—except in cases of necessity—the working of cargoes on Sunday in the Straits Settlements, was advanced a stage to-day, when the second reading was carried in the Legislative Council.

**ADVICES** from St. John's, N.F., say that fierce winds drove some 200 seal hunters off the shore about a week ago. Three days afterwards 24 effected a landing at Heart's Delight, exhausted and almost frozen. Seven others, who landed at Shoal Harbour, were severely frost-bitten, but are expected to recover. According to the latest estimate 13 are still missing, while it is known that 10 perished from the cold.

**REPLYING** to Colonel Nolan in the House of Commons the Lord Advocate said: By the Herring Fishery (Scotland) Act, 1889, trawling is forbidden within three miles of low-water mark. It is also forbidden at a number of places mentioned in the schedule to the Act. The fishery board may, by bye-law, exempt portions of the coast from the operation of the Act, but I understand that this power has been sparingly used. The Act makes no distinction between steam trawlers and other trawlers.

**DETENTION OF SEAMEN'S EFFECTS.**—At the Swansea Police Court on Feb. 15, the stipendiary (Mr. J. C. Fowler) resumed the hearing of the charges against Captain W. Lane, master of the ship *Port Stanley*. Mr. Leyson conducted the prosecution, and Mr. Meager defended the captain. After hearing further evidence, the stipendiary gave his decision upon the charges. In regard to the charge of having made a false and fraudulent entry he had come to the conclusion that Captain Lane had solemnly made an entry in the official log, with full consciousness, to the effect that it was impossible to land the seamen's effects prior to the voyage to San Francisco. The facts and circumstances, which had been brought before the Court at great length, satisfied him that it was possible to have landed them. He would deal with the offence summarily and not as a misdemeanor, and had decided to inflict a fine of £10, including costs. In reply to Mr. Meager, who said the case was a most important one, the stipendiary said he would grant a case. In regard to the charge that Captain Lane took the seamen's effects into his possession, and did not return them when required to do so by the men, the stipendiary said that as 13 writs had been served on the captain, and as he had now imposed a penalty for the entry in the log, and also as he had a certain degree of doubt as to whether a conviction would stand, he had decided to adjourn the case over the next assizes, and fixed the date of hearing for April 13.

#### TERRIBLE MURDER IN PARIS.

A horrible murder, the confessed author of which is already in the hands of the police, has been perpetrated on the person of an old woman named Chipot, in the suburb of Ivry-sur-Seine. The victim, who, says the Paris correspondent of the *Daily Telegraph*, was a widow, lived alone in a cottage, and carried on a clandestine retail wine business. When found, the body was horribly mutilated about the head, the assassin having driven a heavy iron poker through the right ear into the brain. The house had been completely ransacked, and a small quantity of cheap jewellery was missing, but it is not yet known whether there was any money to steal. A notoriously bad character, named Baumeim, who lived close by, was at first summoned as a witness, but his answers were so confused that suspicion fell upon him, and he was arrested. In spite of numerous bloodstains on his clothes, Baumeim stoutly denied all knowledge of the crime; but his eldest child, a boy of nine, on being interrogated stated that he accompanied his father, and related the whole affair. Baumeim has confessed his guilt, and his wife has been arrested as an accomplice.

Much alarm has been caused by a serious subsidence of land near the scene of the brine-pumping operations on the Lancaster side of the river Wye connected with the works of the Salt Union near Fleetwood. A fissure of considerable depth has appeared in the ground, and several residents have temporarily left their homes. This is the first land subsidence that has occurred in the district referred to.

The Lord Chief Justice opened the Carlisle Assizes on Wednesday. In charging the grand jury, he said a question raised in a letter addressed by counsel to the Lord Chancellor and himself as to the administration of justice was being considered by the judges, who, in addition to their regular duties, had been sitting four days a week all this year. Important and serious questions had been brought before them, but it was not advisable to say at present what those questions were.

H.M.S. *Ramillies* was launched on Tuesday afternoon from Thomson's yard, at Clydebank. There was a hitch in the proceedings. The ship slid down 12ft., but the workmen could get her to go no further. The Duchess of Abercorn had named the vessel, and the bottle of wine had been broken. It was decided to postpone the launch till to-day. Subsequently, however, another attempt was made to launch her. After an hour and a-half the ship began to move. She slid faster and faster down the ways, and, amid deafening cheers, entered the Clyde.

At Northamptonshire Assizes, before Justice Lawrence, William Peers, described as a photographer, was sentenced on Tuesday to 12 months' hard labour for perjury. Prisoner was the promoter of several word counting competitions, by which he stated that he had made over £5,000. After one competition, in which a piano, value £30, £50 in cash, and other money prizes were offered, he sent 3s. 8d. to a competitor as his share, alleging that there were 273 successful lists. County-court proceedings followed, and in the evidence given during the hearing the perjury was committed.

A lad named Blake is lying in a critical condition at Gosport, suffering from the effects of a remarkable accident. While playing on the beach with another boy he picked up a closed tin and began pulling out the contents, which appeared to be brown paper. The tin, however, was a portion of a submarine mine, which had been washed up by the tide, and the paper proved to be highly explosive material connected with an electric apparatus. In pulling it out the machinery was disturbed and the contents exploded, tearing Blake's hand to pieces and severely wounding him in the chest and face.

On Tuesday night a railway accident occurred at Newcastle-on-Tyne. The 6.25 passenger train from South Shields was approaching the Central Station when, as alleged, the points not working properly, the train ran into two engines that were standing on another line. The collision resulted in several of the passengers being injured, but not seriously. None of the carriages or engines left the line, and the passengers who were shaken and bruised were treated in the station-master's office by two medical gentlemen, and were able to go unassisted to their respective destinations. About a dozen people were scratched, bruised, and shaken.

Martin Liljeröth, mate of a pearling schooner, has been brutally murdered by natives at Prince Regent River, Western Australia. Liljeröth had two boats ashore at the time, and his party were attacked by a number of natives. Some of the Malay crew got away in one boat, and the mate and a black fellow tried to escape in the other dingy, but they were overtaken by the natives before they could gain the open water. Liljeröth was seen by those on board the other boat to knock two natives down with an oar, but he was immediately overpowered by his assailants, who beat his head in with their clubs.

Captain Rendell and 28 officers and crew of the steamer *Plato* were landed at Falmouth on Wednesday, the vessel having foundered 180 miles from Scilly. The *Plato* left Liverpool on Sunday with a general cargo for Rio de Janeiro, and on Monday, just before midnight, the main shaft of her engine broke. Water rushed in through the fracture caused in her side, which no amount of pumping could cope with. She was abandoned, with 15ft. of water in her hold, at midday, the crew going on board the steamer *Taylor*, belonging to the same owners. They were afterwards transferred to a pilot cutter and conveyed to Falmouth, the *Taylor* proceeding to her destination.

A murder was perpetrated in Paris on Tuesday night. A pastrycook named Sinibaldi, whose shop is in the Rue de Charenton, quarrelled with his apprentice, a youth of 16, named Breville, and gave him notice to quit. When Sinibaldi had retired to rest the apprentice stole up to his master's room and cut his throat as he slept, afterwards escaping through the window and over the roofs of the neighbouring houses. On Wednesday, however, he gave himself up to the police, and confessed his crime, being worn out with cold and hunger. Though quite a youth, the murderer possessed extraordinary physical strength, and had been heard by several witnesses to express on different occasions determination to murder his master.

#### THE SUICIDE OF PADLEWSKY.

Padlewsky, who murdered the Russian General Seliverstov in an hotel on the Paris Boulevards a little over a year ago, has really committed suicide at San Antonio, in Texas, if we are to believe M. Georges de Labruyère, who assisted the Nihilist to escape from Paris. M. de Labruyère, says a *Daily Telegraph* correspondent, has constructed a romantic story out of Padlewsky's peculiar case. First and foremost he positively states that the man—Otto Hauber—who shot himself in San Antonio, was Padlewsky, and nobody else. Several of the Pole's fellow-countrymen and colleagues were aware of the death, but they remained silent, for the refugee had in his possession letters taken from General Seliverstov's bureau, communications from revolutionists, and lists of those of his co-conspirators residing in America. These documents, as M. de Labruyère says, were to be kept by every means from falling into the hands of the police. They were either destroyed by Padlewsky before his death, or perhaps sold or handed over to the Russian authorities. None of them were found on Padlewsky's body, and none of them were seen by the coroner who held the inquest. M. de Labruyère, in commenting on the career of the strange person whom he has selected as a kind of hero, makes him out to have been a victim of love as well as of politics. The assassin of General Seliverstov had become enamoured while in Paris of the wife of one of his fellow refugees. This woman was a Nihilist *à la* herself, and it was on her account that he wanted to die, after having first taken a political vengeance for the sake of his cause. Thus Padlewsky, according to his champion and historian, remained 20 minutes in Seliverstov's rooms after the murder waiting arrest. Referring to Padlewsky's movements after he escaped from Paris, M. de Labruyère says that the Nihilist wanted to go to London before sailing for America. This determination upset all plans and prevented the Pole from receiving money collected for him in England and Switzerland by sympathetic Revolutionists, who despatched delegates after him in vain. M. Grégoire alone caught up with the refugee at Palermo, whence Padlewsky went to Malta and thence to Gibraltar. At the "Rock" the Pole led a life of wretchedness and want. He was turned out of his hotel, and was about to give himself up to the British authorities, when he met an itinerant Spanish musician, who gave him food and shelter until funds were forthcoming. From the "Rock" the Pole went to London and thence to New York.

#### TERRIBLE TRAGEDY AT HARROW.

A shocking tragedy took place near Harrow-on-the-Hill on Saturday. On the borders of the parish of Harrow is situated Alperton Park, and here, at a residence known as the Lodge, resided Mr. and Mrs. Hensman, with their only son, Henry Le Brun Hensman, a bright little boy, aged nine years, said to be dearly beloved by both his parents. Mr. and Mrs. Hensman are in good circumstances and kept two servants. It appears that Mrs. Hensman was of a somewhat excitable character, and knowing this, went somewhat in fear of being separated from her child and sent away to an asylum. On Friday night Mrs. Hensman was in an excitable mood, and throughout the night behaved in a strange manner, clutching at her husband, and calling out, "You won't take him away from me, will you?" At the usual time on Saturday morning Mr. Hensman got up and left Mrs. Hensman with the child to finish dressing. At half-past 8 one of the servants heard a peculiar noise, and going up to Mrs. Hensman's room was horrified to find Mrs. Hensman with her head out of the bedroom door, with blood streaming from two terrible wounds in her throat. She immediately got Mrs. Hensman into the room, and there a more ghastly sight awaited her, for the little boy, Henry Le Brun Hensman, lay in a pool of blood, with his throat cut in a terrible manner. Medical aid was summoned. It was then discovered that the little boy was dead, and that Mrs. Hensman was in a critical condition, there being two dangerous wounds in the throat. She was got to bed and every care taken of her. The police were communicated with, and Mrs. Hensman remains in the house under their care, charged with the wilful murder of her son. The news of the tragedy was very slow in travelling, as Alperton Park is a somewhat remote district, with very few houses, and thus the matter was kept very quiet.

#### HE HAD BEEN TO AMERICA.

Stranger (on European railway): "Ever been in America?"

Fellow passenger (stiffly): "I visit the country sometimes on business, sir. I am the editor of a New York daily paper."—*Chicago Tribune*.

#### IT MIGHT BE A WASTE OF TIME.

Mistress: "There will be a number of gentlemen to tea to-night, and I want you to dress yourself neatly, as you will wait at table."

Servant: "Are they married men?"

Mistress: "Why do you ask the question?"

Servant: "Well, it would be time wasted if I made myself attractive and then only married men were to turn up."—*Exchange*.



## FAMOUS WARSHIPS.

*Aprèpos* of the launch of the *Repulse*, the following particulars of previous warships bearing the same name, given by the *Times*, may be interesting: A 30-gun ship of 700 tons burthen, named the *Due Repulse*, appears for the first time in the list of the navy about the year 1595. In 1596, commanded by Sir William Monson and bearing the flag of Lord Essex, she led the glorious expedition to Cadiz. The town was taken and ransomed for 120,000 ducats, numerous ships were captured and added to Queen Elizabeth's fleet, and other ships, representing an almost fabulous amount of money, were destroyed. The *Due Repulse* afterwards took part in several other expeditions under Essex, Lord Thomas Howard, and Sir Richard Leveson; but was in 1608 re-named *Ann Royal* in honour of King James's Queen; and a year or two later another *Due Repulse*, of about the same size, was built. She existed until towards the end of Charles the First's reign. Thenceforward there was no *Repulse* until 1750, when the British frigate *Vesta*, Captain Samuel Hood, captured of the French frigate *Bellone*, 32. There being at that time a *Bellone* building at Chatham for our navy, the prize was taken into the King's service as the *Repulse*. She took part in the demolition of the forts of Louisbourg in 1760 and in the capture by Rodney of several of the French West India islands in 1761-62; but in 1775, under Captain Henry Davis, she foundered with all hands off Bermuda. In memory of her a 12-gun cutter, which was purchased into the navy in 1779, was named *Repulse*; but she, too, was unfortunate, for in 1782 she was lost off Yarmouth. In 1780 another *Repulse*, a 64-gun ship, was launched at East Cowes. She was of 1,387 tons. Her chief exploit was the taking part in Admiral Darby's relief of Gibraltar in 1781; but after the outbreak of the war of the French Revolution she rendered good, if not very brilliant, service for five or six years in the Channel and North Sea, until on March 10th, 1800, being then commanded by Captain James Alms, she was wrecked off Ushant, happily with the loss of only three lives. In the meantime a *Repulse*, a small gunboat, had been purchased and used up in the service. A new *Repulse*, larger than any of her predecessors, was almost immediately laid down at Barnard's yard, Deptford, and was launched there in 1803. She was of 1,706 tons and 74 guns. First commissioned by Captain the Hon. Arthur Kave Legge, she fought, in July, 1805, in Sir Robert Calder's action, and in February and March, 1807, in the Dardanelles. On the way up to Constantinople she lost only three wounded, but on the way down a single stone shot of immense size killed 10 and wounded 10 more of her crew, wrecked the wheel, and severely injured the mizen-mast. In August, 1809, she took part in the bombardment of Flushing. Under her next captain, John Delap Halliday, she most gallantly in August, 1810, saved the sloop *Philomel* from capture off Toulon by three French frigates. Captain Halliday was succeeded by Captain R. H. Moubray, during whose command a landing party from the ship greatly distinguished itself by capturing some works at Morgion, near Marseilles, and bringing out several vessels. This *Repulse* was paid off in June, 1814, and finally disposed of in 1820. Yet another was laid down at Woolwich in 1839 as a line-of-battleship, and after many delays, launched in 1868 as a screw wooden ironclad of 6,190 tons displacement and 3,350 indicated horse-power. She served as guardship at Queensferry, flagship in the Pacific, and guardship at Hull, and was sold so recently as 1889.

At the Mansion House Police-court, on Monday, Thomas Callaghan, who was charged in stealing a gold chain, the property of John Finucane, M.P., on Sunday evening, pleaded guilty, and was sentenced to three months' hard labour.

Judgment has been given at Dublin, in two motions brought by George Howard who seeks to be declared entitled to the Earldom of Wicklow as the rightful heir. He had lived in Paris since childhood after bringing his action. The Irish judges made an order requiring him to give security for costs. Plaintiff sought to set this aside and obtain leave to continue his action against the representative of the late earl. The present earl is a minor. The court now refused both applications.

A serious accident occurred on the South-Eastern Railway on Tuesday morning, near Chilworth station. The couplings of a heavy goods train from Rehill broke while on the top of a steep incline, and on reaching the bottom the severed portions of the train came into collision with terrific force, the result being that about 30 trucks were thrown over a steep embankment. Hicks, the guard, who was in the front van, was killed, his body being terribly mutilated, and the van was smashed. The tender left the metals, but fortunately the engine did not go over the embankment. Breakdown gangs were telegraphed for and the work of clearing the wreckage was soon commenced. Both rails were blocked for a considerable time, but by 10 o'clock the up line was cleared and traffic was carried on by means of a single line.

## SOME FUN.

## HE HAD NO HELP.

Professor Whackem: "Who helped you to do those sums?"

Johnny Fizzletop: "Nobody, sir."

"What! Nobody? Now, don't lie. Didn't your brother help you?"

"No, he didn't help me. He did them all by himself."—*Texas Siftings*.

## A RARE SPECIMEN.

Impecunious stranger: "I understand that you purchase rare coins?"

Collector: "Yes, and I am willing to pay good prices where the coin is an exceedingly rare specimen."

Impecunious stranger: "How much, then, for this? (producing a nickel) it is exceedingly rare with me, the only one I've had for a fortnight. Come, now, what do you say?"

Collector: "I say if you don't get out in two seconds I'll unloose the dog."—*Detroit Free Press*.

## DISGUSTED.

A tough-looking fellow went into an office and, in a voice of trained supplication, thus addressed a man who sat at a desk:

"Won't you, please, give me enough money to get a bite to eat? I am nearly starved and have been tramping around, lookin' for work; but I wouldn't be able to strike a lick now even if I should get any work to do."

The man slowly turned about, looked at the fellow and then asked: "Why don't you take a bath?"

A shade of disgust spread over the fellow's face. "Great Caesar!" he replied, "is it possible that there is no consistency in this world? I have been in here a dozen times just after taking a bath and you never spoke a word in praise of it. But now, just because I have failed, you twit me. I will accept nothing from you. I am disgusted with your lack of consistency."

## THE MOUTH.

The mouth is the front door to your face. It is the aperture to the cold storage room of your anatomy. Some mouths are the pictures of peaches and cream, and others look like a hole chopped in a brick wall to admit a new door or window. The mouth is the hot-bed of toothache and the place to keep your tongue. Most persons never carry their tongues in their coat-tail pockets. A mouth was never made too small, but some are so large that their owners put their feet in them. It is the doorway out of which come beautiful words of hope and courage, and through which pass cold custard and kraut and codliver oil. Some people sleep with their mouths adjusted for kissing, while others drop them sufficiently ajar to admit a road-grader or a Democratic caucus. The mouth is the bungalow of oratory and a baby's crowning glory. It is the crimson aisle to your liver, and nature's apparatus for blowing out the gas. It is patriotism's fountain-head, and the tool-chest for pie. Without it the politician would be a wanderer upon the face of the earth, and the cornetist and chorus-girls go down to unhonoured graves. It is the grocer's friend, the orator's pride and the dentist's hope. It puts men on the rostrum and many on the rock pile. It is temptation's lunch-counter when attached to a maiden, and the tobaccoist's friend when attached to a man. It has ruined Citizen Train and made Chauncey Depew. Without it the torchlight procession would be a dumb and lifeless thing, and when the political hero advanced to the front of the platform the audience would have to stand on their heads to shew their delight. Without it married life would be a perpetual summer dream and the dude would lose half his attraction. And most of all, and greatest of all, if there were no mouths there would be no good-byes or happy greetings, no words of comfort or of hope, no laughter full of sunshine and no song full of praise; the hired man could not be called to dinner, and no one would ask, "Where did you get that hat?"—*Arkansas Traveller*.

## KILLING THE BARBER.

Detroit has a barber who if talking had never existed would have invented it, and still he is an excellent barber with a good patronage. Since last Tuesday evening, however, he has been wearing a countenance of gloom and disappointment, and some of his friends think he is contemplating suicide. At 7 o'clock in the evening mentioned a man evidently from Chicago came in, and removing his external integuments took a chair.

"Shave, sir?" inquired the barber, getting his implements ready.

"Certainly," responded the customer, fixing himself comfortably. "I haven't been shaved for three days owing to the fact that several days ago, in response to an invitation from a man whom I know only slightly, having met him but once or twice during his trips to Chicago on business in which we were both interested, I went over there into a back county of Canada about 50 miles from any railroad station, in a section of country where there weren't any razors except those that had been used

on their backs, and I haven't been able to shave any chin against anything sharper than a Canadian saphyr 20 deg. below the ice notch, and the consequence has been that I have had a growth of bristles that I think if my wife should run her face against on my return to my native village, would give her such a shock that she wouldn't let me come near her again for the next six months, or at least until I had promised her faithfully that I never would let myself get into such a condition again, even if I went into the wilds of Africa, where I suppose a man's whiskers in the luxuriant climate of that latitude would grow to such a thicket of hirsute stubbiness that there wouldn't be any way of cutting them, unless he imported a double strength reaper and mower with reinforced knives in order that there might not be any mistakes in the accomplishment of the job for which it had never been designed but for which, thanks to the excellence of American manufactures, it would readily adapt itself in an emergency of this kind, provided it were in the hands of a competent and efficient person who knew exactly its capabilities and was conversant with the proper methods of its application to—You ain't though, are you? I don't want any shampoo, haircut, or anything else. How much? Fifteen cents? Here's your money," and slapping on his coat and hat he bounced out without giving the barber a chance to say a single word.

## UNCLE SAM AT THE 'PHONE.

Uncle Sam: "Central, can't you hitch me on to London over the Mackay cable?"

Central: "I am afraid it won't work, but I'll try. Whom do you want there?"

Uncle Sam: "I want Mr. Bull—Mr. J. Bull. He is a well-known old gentleman, and they know his address over there."

Central: "I declare! It works all right. I have Mr. Bull for you. Now, go ahead."

Uncle Sam: "Is that you, Mr. Bull? I am Uncle Sam. You remember me, your old friend of 100 years' standing?"

John Bull (gruffly): "Yes, I remember you very well. To what am I indebted for this call on me? Be good enough to be brief. It is pretty near dinner time and I do not want it to become cold."

Uncle Sam (good naturedly): "I won't keep you long, old man. I merely want to have a little confidential talk with you about my battle-ship that I launched yesterday, the New York."

John Bull (testily): "I used to own New York—"

Uncle Sam: "Chestnuts! That is not the New York I mean. You never owned this New York, and I am pretty certain you never will. The New York I mean is the name of my new armoured cruiser. Have you heard about her?"

John Bull (bristling up): "Yes, I hear she is a good deal of a ship, but you don't, of course, mean to say that she comes anywhere near the beauties I have scattered all over the world? They, you know, are invincible. My daughter, Miss Britannia, I want you to understand, rules the waves. You remember my old song about the mariners of England who guard their native seas, and whose flag has braved a thousand years the battle and the breeze?"

Uncle Sam: "Now, John, I don't want to rile you, old man, but there are some bits of water over here on which my boys, on several occasions you cannot have forgotten, gave your chaps a pretty good dressing down. Don't you remember Lake Erie, John; and have you forgotten Paul Jones and Jack Barry, away back, and later on the little difficulty we had about 1812? Seems to me my Yankee boys had rather the better of it, eh?"

John Bull: "Thunder, Sam, my dinner-hour is nearly up, I must go."

Uncle Sam: "Hold on a bit, I won't keep you long. This new ship of mine is a daisy, I tell you. She is the biggest one I have yet built, and I have two or three more like her on the stocks. Why, she can go across the pond, remain two or three weeks in your little bit of an English channel and come back again without taking another pound of coal on board."

John Bull: "You had better keep her over there with a string tied to her. If she gets over here you might lose her."—*New York Recorder*.

## INFANT CURIOSITY.

A careful mother had impressed on her little boy the necessity of ejecting the skins of grapes, and a few days afterwards she told him the story of Jonah and the whale.

"The whale is a very large monster," said the mother; "and he swallowed Jonah."

"Did he swallow other men, too?" asked the little boy.

"Well, I suppose he did," continued the mother, who was somewhat in doubt; and while she was hesitating about the continuation of the story, the boy interrupted:

"And, mamma, did he spit out the skins too?"—*Texas Siftings*.

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